MR. K. M. KRISHNAN :

407. To reduce the allotment of Rs. 2,01,980 for Provincial Staff by Re. 1.

MR. S. NILAKANTA PILLAI :

408. To reduce the allotment of Rs, 19,994 for Village Panchayat Courts Establishment by Re. 1.

MR. S. J. NAIR

409. To reduce the allotment of Rs. 7,41,091 for Civil and Sessions Court by Re 1.

MR. S. NILAKANTA PILLAI :

410. To reduce the allotment of Rs. 7,41,091 for Civil and Sessions Courts by Re. 1.

MR. R. SIVARAMAN NAIR :

411. To reduce the allotuent of Rs. 26,040 for Magistrates by Rs. 5.

MR. S. J. NAIR :

412- To reduce the allotment of Rs. 96,006 for Criminal Courts by Re 1.

MR. S. NILAKANTA PILLAI :

413. To reduce the allotment of Rs. 26,906 for Criminal Courts by Re 1

MR. T. P. VELAYUDHAN PILLAI :

414. To omit the allotment of Rs. 3,600 for Secretary

MR. R. SIVARAMAN NAIR :

415. To omit the allotment of Rs. 6,637 for Committee for Revision of Statutes

MR. A. S. DAMODARAN ASAN :

416. To omit the allotment of Rs. 6,637 for Committee for Revision of Statutes.

MR. S. NILAKANTA PILLAI :

417. To reduce the allotment of Rs 6,637 for Committee for Revision of Statutes by Re. 1

MR. T. P. VELAYUDHAN PILLAI :

418. To reduce the allotment of Rs. 6,637 for Committee for Revision of Statutes by Rs. 10.

MR. S. J. NAIR :

419. To reduce the total allotment of Rs. 10,76,241 under Demand VIII by Re. 1.

MR. PUTHUPALLI S. KRISHNA PILLAI :

420. To reduce the total allotment of Rs. 10,76,241 under Demand VIII by Re. 1.

MR. S. NILAKANTA PILLAI :

421. To reduce the total allotment of Rs 10,76,241 under Demand VIII by Re. 1.

MR. PACODE A. NARAYANA PILLAI :

422. To reduce the total allotment of Rs. 10,76,241 under Demand VIII by Re. 1

The House rose for lunch at 1·2 P. M. and reassembled at 2 P. M. with the Deputy President in the Chair.

DEMAND IX—POLICE.

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*) : Sir, I move for a grant not exceeding Rs. 7,48,423 under Demand IX—Police

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Motion No. 423.

MR. K. M. KRISHNAN (*Ambalapuzha II*) : Sir, I rise to move :—

To reduce the allotment of Rs. 8,400 for Commissioner by Re. 1.

MR POTTAYIL S. KRISHNA PANICKAR (*Shertala II*) : Sir, I rise to a point of order. Rs. 8,400 represents the pay of the Commissioner and this House is not competent to vote upon it. Hence the motion is out of order.

DEPUTY PRESIDENT : I rule the motion out of order.

Motion No. 424.

MR. S. J. NAIR (*Nedumangad*) : I move—

That the allotment of Rs. 1,838 for Inspector as Office Manager be reduced by Re. 1.

I move this motion with a view to discuss the need for raising the salary and status of the Manager of the Police Commissioner's office and the granting of the allowance to the Manager. Sir, originally the post of the Manager in the Police Commissioner's office was that of a civilian, who got an allowance of Rs. 25 along with a salary of Rs. 100-125. In 1098, the reorganisation of the Police Department took place at the time of Mr. Pitt, the then Commissioner of Police. Then the civilian's place as a Manager was abolished and the Manager's place was filled by an executive officer. A First Grade Inspector of Police on Rs. 150-200 was appointed in the place of the Manager. In addition to his salary as First Grade Inspector, the Manager was getting an allowance of Rs. 25 for the extra work that he had to do. Till very recently, till the time of Mr. Ramachandra Rao who was the Manager of the Commissioner's office, the same system continued, and the allowance of Rs. 25 a month was continued to be paid. Subsequent to that, the monthly allowance was abolished at the beginning of the term of the former Commissioner of Police. At that time, the recommendation of the Retrenchment Committee was published, and under the proposal of that Committee, 50 per cent. of the monthly allowance was reduced. Instead of Rs. 25 a month the allowance was reduced to Rs. $12\frac{1}{2}$ a month ; and from 1108 the allowance has been completely abolished. I submit that it is highly necessary in the interest of efficiency of work and in the interest of the betterment of the office management—

MR. MENATHERI. N. KESAVA PANICKAR (*Nominated*) : May I know from the member whether the work in the office has suffered in consequence of the abolition of the monthly allowance ?

MR. S. J. NAIR (*Nedumangad*) : It must necessarily suffer.

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*) : Is the member competent to say that the work has as a matter of fact suffered ?

MR. S. J. NAIR (*Nedumangad*) : Sir, what I say is that the work must necessarily suffer. Whether it has actually suffered or not is a question for the Commissioner to answer.

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MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*) : May I know whether it is not for the Commissioner to recommend a higher pay for the Manager ?

DEPUTY PRESIDENT : The member has every right to make the suggestion.

MR. S. J. NAIR (*Nedumangad*) : That was why I made this motion. The reasons are that the Manager is expected to be always in the office. The Police Commissioner would be on circuit and the Manager must necessarily be in the office looking after the correspondence and other works.

MR. P. C. KURIYAN (*Kottayam I*) : May I know from the member whether that is not the case with regard to the Managers of other offices also ?

MR. S. J. NAIR (*Nedumangad*) : No, Sir. In the office of the Land Revenue Commissioner, the Manager gets an allowance. In the office of the Excise Commissioner also, there is an allowance for the Manager.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : May I know whether there is any provision in the budget for an allowance to the Manager in the office of the Land Revenue Commissioner ?

MR. A. THANU PILLAI (*Trivandrum—Rural*) : Does the member give that allowance ?

MR. S. J. NAIR (*Nedumangad*) : The Manager in the office of the Land Revenue Commissioner was getting an allowance.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*) : Sir, I rise to a point of order whether a member can impose a pecuniary burden on the Government to any extent.

DEPUTY PRESIDENT : He is not imposing a burden, but he is only making a proposal.

MR. S. J. NAIR (*Nedumangad*) : It was intended at first that the Manager in the office of the Commissioner of Police must be an officer of the status and position of the First Grade Inspector. But that is not the case now. So either the allowance must necessarily be revived ; or the present salary and status must be raised so that the position of the Manager must be that of a First Grade Inspector getting Rs. 150-200. As far as the present Manager is concerned, he is one who has been in the department for several years and he has got very good experience.

DEPUTY PRESIDENT : The question of personnel does not arise.

MR. S. J. NAIR (*Nedumangad*) : What I submit is this. Since the Manager will have to attend to the various duties of the department and he must confine himself to the office from day to day and from month to month, and since his present salary does not give him the status and position of the First Grade Inspector—

MR. A. THANU PILLAI (*Trivandrum-Rural*) : What salary would the member suggest ?

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MR. S. J. NAIR (*Nedumangad*) : It must in fact be raised to that of he First Grade Inspector as was formerly done.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : Is not his status now that of a First Grade Inspector ?

MR. S. J. NAIR (*Nedumangad*) : No.

MR. A. THANU PILLAI (*Trivandrum—Rural*) : What is the pay of the First Grade Inspector ?

MR. S. J. NAIR (*Nedumangad*) : Rs. 150-200.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : What is the Manager's pay ?

MR. S. J. NAIR (*Nedumangad*) : Rs. 100.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Is it the member's position that, because a First Grade Inspector is not appointed as Manager, the work is suffering ?

MR. S. J. NAIR (*Nedumangad*) : If there is no inducement for the Manager to work, the work must necessarily suffer.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : May I bring to the notice of the member the provision in the budget is for a pay of Rs. 150-200 for the Manager, which is that of a First Grade Inspector?

MR. S. J. NAIR (*Nedumangad*) : My submission is that the present Manager is not getting that pay.

(Messrs R. Raman Pillai and Pottayil S. Krishna Panickar stood up to put questions.)

DEPUTY PRESIDENT : Order, order. In debate we have to follow certain well-understood rules. No doubt, every member of the House has a right to put questions on such points as occur to him ; and the questions may often be allowed. But as soon as a member gets up to speak, if questions fly to him from various directions, it will be impossible for any business to be transacted.

MR. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*) : May I know from the member whether the present Manager is not a First Grade Inspector ?

MR. S. J. NAIR (*Nedumangad*) : No.

MR. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*) : Will the difficulty be obviated if the present Manager is removed ?

MR. S. J. NAIR (*Nedumangad*) : By all means, remove him. I have no objection, Sir. What I submit is this. The Manager's position is a responsible position ; and unless and until the Manager is paid a sufficiently high salary, it may not be conducive to the interests of the administration of the department ; and hence I submit for the consideration of this House that the Manager's salary must be raised so that his position and status may be that of a First Grde Inspector.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : When the provision for the Manager is Rs. 150-10/2-200, on what authority does the member say that the present Manager is not getting the pay of the First Grade Inspector ?

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MR. S. J. NAIR (*Nedumangad*): Sir, the budget is not the only guide. I would refer my friend to the pages of the Civil List.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): Does the member say that the Manager should be given a higher salary or that the present incumbent should be given a higher salary?

MR. S. J. NAIR (*Nedumangad*): Sir, my idea is that the Manager must get the pay of the First Grade Inspector. I do not attach any value to personalities at all. It is only about the principle involved and the responsible nature of the work I want to stress.

MR. P. C. KURIYAN (*Kottayam I*): Am I to understand from the member that the work is suffering at present because the Manager's pay is not much?

MR. S. J. NAIR (*Nedumangad*): I say that the work must necessarily suffer for that reason.

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): Sir, I oppose the motion. The present Manager is only a permanent Head Clerk who is acting as Manager for the time being. In the general retrenchment, all the allowances were abolished, and therefore Government abolished the allowance to the Manager also. Further, if this motion is passed, the result will be that the Manager who is not getting any allowance will get one rupee less than his salary.

MR. A. THANU PILLAI (*Trivandrum-Rural*): To what grade of Inspectors does the present Manager belong?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): He is only a permanent Head Clerk and he is acting for the permanent Manager who has gone to act as A. S. P.

MR. A. THANU PILLAI (*Trivandrum-Rural*): May I know why that arrangement was made?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): It is only a temporary arrangement,

MR. A. THANU PILLAI (*Trivandrum—Rural*): How is it that another from among the First Grade Inspectors is not put in as the Manager?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): It was because the vacancy was a short one.

MR. A. THANU PILLAI (*Trivandrum-Rural*): How long has this arrangement been continuing?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): Two months.

MR. A. THANU PILLAI (*Trivandrum—Rural*): How long is it likely to continue?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): For another two months more.

MR. A. THANU PILLAI (*Trivandrum—Rural*): Is not four months a sufficiently long period?

MR. R. PITCHU AIYANGAR (*Ag. Commisioner of Police*): The work has not suffered by the present arrangement.

DEPUTY PRESIDENT: Two views can be taken on that question.

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MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Is it the opinion of the Police Commissioner that work has not suffered owing to this temporary arrangement?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*) : No. The work has not suffered.

MR. S. J. NAIR (*Nedumangad*) : In the face of the answer given by the Official Member that it is only a temporary arrangement and that the present Manager would lose one rupee from his salary if I press my motion, I beg to withdraw the motion.

MR. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*) : I object to the withdrawal.

The question that leave be granted for withdrawal of the motion was put and declared lost.

The motion of Mr. S. J. Nair to reduce the allotmet of Rs. 1,838 for Inspector as Office Manager by Re. 1 was then put to vote and declared lost, not even the mover voting for it.

DEPUTY PRESIDENT : Not even the mover has voted in favour of the motion!

MR. S. J. NAIR (*Nedumangad*) : Sir, after hearing the reply of the official member, I withdrew my motion.

DEPUTY PRESIDENT : We have got very important business to be transacted, but that is no reason why I should not point out to the benefit of those who want to do things properly. I think it is good to remind Mr. S. J. Nair (Mr. E. V. Krishna Pillai : *Hear hear*) that the rules are here and the rules have to be followed. Mr. S. J. Nair has been sufficiently long a member of this House, that he must have been enabled to know when there is a motion for withdrawal which has been voted against by this House, when putting the substantive motion to the vote, the mover has a courtesy as well as a duty to the House to support his own motion. I do not want to say anything more as the question has been put and the motion has been lost.

MR. S. J. NAIR (*Nedumangad*) : Sir, excuse me. It is not so. I have withdrawn the motion. So, I did not want the House to vote on the motion. Hence I did not vote. I am perfectly in order.

Motion No. 425.

The following motion was not moved.

MR. KAINIKKARA M. PADMANABHA PILLAI :

425. To reduce the allotment of Rs. 1,838 for Inspector as Office Manager by Re. 1.

Motion No. 426.

MR. R. SIVARAMAN NAIR (*Tiruvalla II*) : Sir, I move the following motion :

To reduce the allotment of Rs. 2,000 for traveling allowances by Re. 1.

Sir, in spite of the tours of the Police Commissioner, the control over traffic remains inefficient and insufficient. Motor and bus accidents have of late become very common. Scarcely a day passes when we do not read about an accident in a newspaper. In the year 1109

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there were 84 accidents; in the year 1108, there were 99 accidents. In 1110 there were 77 accidents; and in 1111 we are going to have more. Some terrible motor accidents were brought to the notice of the House on previous occasions. We had a reference to the Kuzhithura accident and the Ettumannur accident. Recently there was also an accident in Quilon.

Let us examine the causes that led to these accidents, Sir, these accidents are mainly due to overloading and over-speeding. In many cases, the buses are not road worthy. The traffic control is very insufficient and inefficient. Though there are rules on the subject, they are being enforced very unsatisfactorily.

In 1110, the Commissioner was on circuit for 71 days and the Traffic Superintendent, whose duty it is to control traffic travelled only for 66 days. This is very insufficient. No wonder that the Traffic Inspectors and other subordinates are not doing their duties satisfactorily. Sir, I have travelled several times from Kottayam to Trivandrum. Not even on a single occasion was I able to come in a bus carrying only the proper number of passengers.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): May I ask whether the member informed the authorities of those occasions?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): No, I did not, because there is no use of informing them. On one occasion, while I was coming from Kottayam in an over-loaded bus carrying 24 persons, a Traffic Inspector sent two of his guests and that made the number 26. What is the use of informing the authorities when they themselves overload the buses?

As regards over-speeding, Trivandrum has got the greatest number of over-speeded cars. In the narrow road of Puthenchantai, there is very great over-speeding. People cannot walk safely along these roads.

MR. R. RAMAN PILLAI (*Changanachery* cum *Peermade II*): Does the member know that pedestrians are not allowed to walk over the roads: they are to walk only over the drains.

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): Yes, that is the rule at present. Because the road is not wide, they have to walk over the drains?

MR. S. J. NAIR (*Nedumangad*): Is it the duty of the Traffic Department to widen the streets?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): My friend has not understood me properly. What I say is that the Department can restrict the speed. They can also put up notice-boards mentioning the speed in various localities. For that purpose the roads need not be widened.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Has not the speed in this town been restricted to 10 miles, and yet it is not being adhered to?

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MR. R. SIVARAMAN NAIR (*Tiruvalla II*): I am thankful to the honourable member for the information. If the speed has been restricted that adds to the strength of my complaint about the Traffic authorities.

MR. K. P. KRISHNA MENON (*Parur*): May I know whether the member is aware that a notification has been published to that effect in the Gazette?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): I have not seen the notification.

Coming to my point, there is a rule that the buses must be tested once in six months, and a fee is prescribed for that. Some time ago, there was a change in the rule to the effect that the testing must be done once in three months. Now that rule has been given up. It is now done once in six months. Even then the testing is not properly done. When a bus is taken to the Traffic Inspector, he is to be paid the fees for testing *plus* something. Automatically he gives the certificate. He does not even inspect the buses. He must see whether there are two brakes. He does not do even that. He will get the prescribed fees *plus* something and give a certificate. In the Quilon incident, there was an allegation that the bus was in great disorder and that was why the accident was caused.

MR. A. EASWARA PILLAI (*Kalkulam II*): May I know why "*plus something*" is realised?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): I do not know why. If that "*plus something*" is given, you will get the certificate, whatever be the condition of the bus.

MR. P. C. KURIYAN (*Kottayam II*): May I know whether the "*plus something*" is a substitute for brakes?

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): I do not know.

Again, Sir, much is due to the carelessness of the drivers. The rules framed under the Regulation prescribed certain methods to control them. These are not being properly applied. In the case of the Kuzhithurai accident last year, the Ag. Commissioner of Police was telling us that the driver had a very bad record. Even then he was allowed to drive. Under Section 19 of the Regulation, the Government and the Police Commissioner have got power to dismiss the drivers The Regulation and the rules must be enforced very strictly. The Traffic Department is not only, not properly using their powers, but is misusing them.

The Traffic Inspectors are doing their work very carelessly and hopelessly. They will never go to the road and see whether buses are overloaded or not. In many cases, the Traffic Inspectors live by the side of the road. By peeping through a window, they can see whether a bus is overloaded or not. They do not care to do even that.

The Regulation provides for only punishment by fine. There must be a more stringent punishment. The regulation must be suitably amended. Punishment for offences under the Regulation must be made more stringent.

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With these words, I move the motion.

MR. P. C. KURIYAN (*Kottayam I*): Sir, I want to say a word on this motion, because I have very much to do with bus traffic. This morning I tried to elicit some information from the Commissioner about the working of the Department. From the replies I find that most of the Traffic Inspectors have not even passed the School Final Examination, when we are boasting of our high literacy. If we go into the matter, we will find that there are several Head Constables and Constables who are graduates. Yet the Traffic Inspectors are not graduates, not even matriculates. This is a very serious matter. Now-a-days very respectable people are in the motor business. I know that many of them find it very difficult to deal with these Traffic Inspctors. I have nothing against any officer individually. It is not his fault.

I want to say a word about combined timings. I would request the Commissioner to give special attention to this matter. When combined timings are allowed to certain Bus Unions, they choose their own timings whereby the conductor or the bus owner is given freedom to start a bus at a particular time. The Commissioner in answer to a question said that, if there are sufficient passengers, the bus will be started. But who is to say whether there are sufficient passengers or not? Can the passengers say that? No. Can the owner say that? No. The Traffic Constable even cannot say that. So much so respectable people are left at the mercy of the bus conductor to determine whether they should start from a place at a particular time or not. I would request the Commissioner to attend to this matter. He must pass an order saying that once a time is allowed the bus should leave the stand at that time. Supposing nine o'clock is the time fixed for a particular bus, it must start at that particular hour and not at 9-30 on the ground of lack of passengers. The same trouble arises in the bus stands at Kottarakara and Trivandrum. I can authoritatively say that the bus owners of the Kottayam—Trivandrum line are the most unscrupulous fellows on the face of the earth. I know, Sir, and I say it bodly, that, some of the bus owners who run their buses in Kottayam—Trivandrum route are the most unscrupulous fellows. At the same time, I have very great admiration for the bus owners of the Trivandrum—Quilon line and the Trivandrum—Nagercoil line. A word about the the motor lorries that are run in Trivandrum—Kottayam line.

MR. A. THANU PILLAI (*Trivandrum-Rural*): Am I to understand from the member that the Kottayam—Trivandrum line is the one which the member is most acquainted with?

MR. P. C. KURIYAN (*Kottayam I*): Yes, Sir. The honourable member comes from Kottayam and therefore he has more knowledge about that line than any other (*Laughter*).

A word about the lorry owners. The Traffic Department has issued certain instructions that the amount of load that could be carried by the lorries must be fixed. At the same time, there are

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[Mr. P. C. Kuriyan.]

certain lorry owners who are not Travancoreans but who are allowed to carry much more than the load fixed under the law. This is making a distinction between man and man. I do not see there is any justification in allowing a European Company to carry more weight in their lorries and allow the indigenous owners to carry only a restricted weight. The carrying capacities of the various lorries must be fixed with regard to the carrying capacities guaranteed by the manufacturers, who are most competent to speak on the matter, and not the whims and fancies of those in charge of the Traffic Department.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) : I have also tabled a motion with more or less the same object as the present one under discussion: and I wish to offer a few words on the same. It is not in the nature of things, Sir, quite possible to attain perfection in the matter of traffic control, especially so on account of the tremendous increase we are having in these days in bus traffic. I do not certainly hold the view that our Traffic Department is incorrupt or incorruptible; but I am definitely of the opinion that an inherent defect in the very system of traffic control is that it affords ample facilities for corruption as well as to perpetrate all sorts of malpractices, so much so, that, without adequate voluntary help from the public, it will not be possible always to successfully combat these evils. In other words, Sir, the passenger public can contribute considerably to minimise the extent of evil that arises out of the traffic system now in vogue.

Sir, as was pointed out by the mover himself, over-loading and over-speeding are the two offences that are being commonly committed by these drivers. I know that the passenger public are always so willing to squeeze themselves inside a bus, nay, with petitionary vehemance implore the conductor and the driver to allow themselves to be packed inside the bus like herrings in the baskets, so much so, that an eight-seater metamorphoses into a twenty-seater and a twenty-seater to a thirty-five-seater. And the 'licensed load' is so, philanthropic as to put up with all inconveniences and face all hazards for accommodating the 'unlicensed load.' What I submit therefore is that if the passenger public are more alive to their responsibilities, then much of corruption as well as accidents could be averted.

DEPUTY PRESIDENT : So you do not think that the Traffic Department is responsible for that.

MR. T. KRISHNA PILLAI (*Neyyatinkara II*) : Not absolutely. I say that, if the passengers will only be alive to their responsibilities, much of the difficulties and dangers now existing in the system of traffic control could be minimised.

A word about brake certificates issued to drivers. A brake certificate is issued once in every six months. What usually happens is that, before the buses are taken to inspecting authorities they are painted anew with some bright attractive colours and also worn out parts and tyres are replaced temporarily by borrowed ones. After the

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inspection, all these parts are replaced by the former worn out ones and they are allowed to ply on till some inevitable accident crushes them irreparably. That is what really happens. It is not due to the 'plus profit' or anything of that sort adverted to by the learned mover that a brake certificate is granted in an irresponsible manner leading to accidents. So I submit that the certified buses must be examined at frequent and near intervals by the Traffic Inspectors, say, once in a month at least, if not twice.

A word about the method by which badges are given to the drivers. Any licensed driver who manages to get a certificate from any bus or car-owner that he was a driver for two years is competent to claim a badge. So much so that inexperienced and out-of-touch drivers, who have not handled a steering gear of the car for two years or more, are allowed to drive a bus or lorry. It is no wonder that the accidents are so frequent, So I submit that the Traffic Department should be more careful and that the badges should be given only after sufficient testing.

There is one other defect which has to be looked into. There is no *espritde-corps* between the regular Police and the Traffic Police. The subordinates of the regular force are inexcusably indifferent to traffic. At the sight of any tangible infringement of any rule, they pass off calmly 'in maiden meditation fancy free'. The two sections erroneously think that their functions and duties are poles asunder, nay, antagonistic. This cannot be. I would therefore urge on the attention of the Police Commissioner that he must take necessary action to eradicate completely this gross misconception existing among his subordinates.

MR. S. J. NAIR (*Nedumangad*) : Is it the view of the member that the Traffic Police and the General Police must be amalgamated ?

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): No. I only want that the general Police should also have a more vigilant control over the Traffic even though the Traffic section are to devote their whole time and attention exclusively to the control of the traffic. Effective traffic control demands united action by both the Traffic Police as well as the General Police.

With these few observations, I support the motion.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*) : My object is to urge upon the attention of the Government the necessity for the constitution of Traffic Board in Travancore. In my opinion, much of the difficulties experienced at present both by the Traffic Department and the general public may be obviated by the constitution of a Board.

MR. S. J. NAIR (*Nedumangad*) : Are we not tired of Boards in the State?

DEPUTY PRESIDENT : Mr. S. J. Nair may be tired of various things.

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MR. S. J. NAIR (*Nedumangad*): My friend advocated the institution of Traffic Boards and I was asking the member whether we are not tired of Boards.

DEPUTY PRESIDENT: I have already stated that only questions which are relevant need be put.

MR. S. J. NAIR (*Nedumangad*): But when the member spoke about Boards, am I not entitled to refer to that?

DEPUTY PRESIDENT: Mr. S. J. Nair's question is irrelevant.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): Appendix 10 gives the number of Unions and Companies and Appendix 8 gives the number of buses that are plying for hire in different parts of the State. One of my grounds to support the motion is that the constitution of a Traffic Board is absolutely necessary, as it is in line with the recommendations made by the Banking Enquiry Committee appointed by Government. In their valuable report, they strongly recommended that there should be a board to regulate traffic and to give proper advice on that subject. They have suggested the formation of a board composed of bus owners, Government represented by Police and the P. W. D. Officers, and the non-official representatives of the public. The views of the Police Department on these recommendations were published in the *Travancore Government Gazette* dated the 20th February 1933, Part IV, page 90 and 91. In answer to my interpellation dated the 10th July 1936, the Police Commissioner on behalf of Government replied that the Government do not think it necessary at present to constitute such a board.

MR. K. R. ELENKATH (*Kalkulam I*): This motion relates to traveling allowance and unless the Police Commissioner makes sufficient travelling and finds out the circumstances for constituting a board, how can all these questions arise?

DEPUTY PRESIDENT: All that is not relevant.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): The views of the Police Department were published in the *Government Gazette* and they were (1) General directions to those Unions may be in the hands of a board constituted on the lines suggested by the Banking Enquiry Committee; (2) the Board should give these managers aid, counsel, and encouragement, by placing these Unions under the direction of the Board. We can in this manner improve the prosperity of the bus owners, and the manifold difficulties of the travelling public could be minimised to a great extent. In view of this publication made by the Department, I ask the Government whether it is proper on their part to say now that they do not find it necessary to constitute boards.

DEPUTY PRESIDENT: But that depends upon whether the Government have accepted those findings.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): It is therefore I say that the Government should accept the recommendations contained in the Report of the Banking Enquiry Committee. I urge upon the

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attention of the Government particularly with reference to the views expressed by the Banking Enquiry Committee and I request them to accept those recommendations. It is high time that Government should consider this question very seriously and take steps for the early constitution of a board to obviate the difficulties experienced at present by the Traffic Section and the public in general.

MR. K. PADMANABHAN (*Chirayinkil I*) : I would like to speak a word in support of the motion. I am definitely of the opinion that the Traffic Department is one of the most miserably managed departments in the State service. Most of the defects in its working are directly traceable to the absence of clear laws defining the powers and functions of the Traffic Superintendent. We find that the powers and functions are allowed to suit the convenience of the particular officer presiding over that branch of the department for the time being. Sir, during the time of Mr. Ramanuja Aiyangar, when the present Ag. Commissioner was the Traffic Superintendent, there were distinct powers and functions assigned to the Traffic Department. Now by a curious wave of the magic wand as it were the powers of the Traffic Superintendent are taken back by the present Police Commissioner. Now what is the consequence?

MR. S J. NAIR (*Nedumangad*): May I know who delegates the powers?

MR. K. PADMANABHAN (*Chirayinkil I*) : As a result of the absence of rules defining the powers and duties, even in such simple matters as the issue of G permits or giving of timings, the Traffic Superintendent is absolutely powerless. Suppose a petition is presented to the Traffic Superintendent, he will at once say, 'You just go to the Police Commissioner'. This sort of things should not be allowed to continue. Either this department should be scrapped or it should be thoroughly overhauled. Many of the complaints with regard to over speed, overloading and other offences against the Motor Vehicles Regulation could be accounted by the monpoly given by the Department to certain motor concerns in some routes. I mean that on certain roads, the Traffic Department issues permits only to certain bus owners. If there is very heavy traffic in a particular route the Traffic Department should allow more buses to run in that route. But invariably applications for new permits are rejected. We do not know why they are rejected. I have asked a question to this effect. If there is a large number of overload cases on a particular road, is it not a clear proof that there is a paucity of buses on that road? But why the Traffic Department does not issue new permits to buses is not known. The answer could easily be inferred : simply because they want to favour particular individuals. With regard to giving of timings also, there is a lot of complaint from the bus owners. On certain roads there will be certain stated intervals during which time alone the buses will be able to get passengers. If timings are not given to other bus owners also at this time, what is the use of their running on the line? Otherwise there will be competition

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[Mr. K. Padmanabhan.]

by the various buses. Regular timings should be fixed at stated intervals to all the bus owners. There should be periodical revision of timings so that all buses may get equal opportunities.' With these words, I support the motion.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): Sir, I rise to oppose the motion because it has been sought to be made out by those who spoke in support of the motion that the control of traffic over the motor transport in the State is insufficient and inefficient on certain grounds. The first ground is that there is constant overloading of buses and it has also been sought to trace the various accidents that we hear of to this feature of overloading buses. At the last Session of the Assembly, an adjournment motion was discussed here in which the Kuzhithura motor accident was made the subject of discussion. It was clearly pointed out by the honourable member in charge that the Kuzhithura accident could not be traced to any sort of overloading. An honourable member of this House, Mr. K. Kunjukrishna Pillai, wanted to learn from the mover of the motion whether he could trace the Kuzhithura accident to any sort of overloading either by the conductor or by the driver. It could not be made out. We cannot think of any accident which takes place particularly on account of the overloading of buses. As it is suggested by the Honourable member Mr. T. Krishna Pillai, the public have to thank themselves for this sort of overloading. I have learned from a certain Traffic Inspector that, when he saw a particular bus overloaded and when he wanted to take a case against the driver and the conductor, he sought the aid of a very respectable citizen in Central Travancore who was seated in the front seat of the bus just to give out his name so that he may be cited as a witness. But he refused to give the name.

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): May I know whether it is considered as a disgrace to appear as a witness ?

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): That is what I am saying

DEPUTY PRESIDENT: Unwillingness to depose is an old question in India.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): As regards over-speeding, it is a very grave offence over which any method of traffic control should be exercised without any sort of consideration whatsoever. Certainly a Traffic Inspector or Police Inspector should not be expected to run along the motor road to find out over-speed. If there is any case of over-speed, and if it is brought to the notice of the Department, it should be punished.

A word about combined timings. It was suggested that the combined timings should not be granted by the department. Suppose a bus is allowed to start at a fixed time only from a starting station ; if it is made obligatory on the part of that bus owner to start that only at that time irrespective of the fact whether it is to run empty or sufficiently loaded, no risk will be taken in this field of industry by anybody.

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MR. M. SIVATANU PILLAI (*Tovala*): Sir, I should think that the traffic control has reached a stage when one can very easily see that there is absolutely no control over controlling authorities of this branch. This may be immediately understood when I refer to a very common incident in our part of the State. Whenever a complaint is brought forward and pointed out to the constable of the Traffic Department or any other man in the Police Department, immediately he would seek the protection of the person who made the complaint and tell him "If I were to enforce law, do you know what would happen? Immediately I would be transferred to Udumbanchola or some other very distant places like that. What shall I do there? I have a family of six or seven children". That is the position. I wish the House understands the real implications of the position. When a complaint is made, the Traffic constable expresses his helplessness and, so to speak, falls at the mercy of the person who has made the complaint. If any action is taken by him, immediately a transfer is effected to some very distant places. It means nothing more or nothing less than that there is no control over bus-traffic except self-control of bus-owners. The particular bus owner has got so much hold on the Traffic Department. (Mr. K. Padmanabhan : *shame*).

DEPUTY PRESIDENT : The word "shame" is not parlimentary.

MR. M. SIVATANU PILLAI (*Tovala*): Let us see how control is effected over the Traffic Department by the controlling authority. It has got at its head a D. S. P. at present who is a man of real talent, great integrity and character. I have all appreciation, admiration and real respect for him. I should say even that he is an angel in the present day Public Services of the State. And as God's grace would have it, by an angelic intervention he was saved recently from an impending calamity. Let us now see how he, such an officer, is able to control the Department. The inquiry is easy. As Mr. Padmanabhan pointed out, he has practically no control over the Traffic Department as he too is helpless as against the present acting Commissioner who never allowed others to control. Once when the present acting Police Commissioner was the Traffic Superintendent, all the powers regarding control of traffic were delegated to him, when Mr. Bishop retired from service. When Mr. Ramanuja Iyengar was about to retire, as a result of a series of complaints against the Traffic Superintendent, *i. e.* Mr. Pitchu Iyengar, all his powers were taken back from him and placed with the Commissioner of Police himself. Now to the good luck of Mr. Pitchu Iyengar he has got all those powers with him, as he jumped into the place or usurped the place of the Commissioner of Police.

DEPUTY PRESIDENT. Is the member talking on the strength of inferences or is there any Government order?

MR. M. SIVATANU PILLAI (*Tovala*) : Sir, I know this definitely, whether it may be contradicted by Mr. Pitchu Iyengar or not. There was a notification to the effect that, in the case of combined timings issued to bus owners or a Union, such of those buses which do not run between stated stations at the stipulated timings for a period of two months, their timings would be cancelled. That notification is

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[Mr. M. Sivatanu Pillai.]

still in force as it is not withdrawn. Of course, we all understood, when the notification appeared in the Gazette, that it would be made applicable to all people alike. But in practice it happened to be otherwise. In the case of the Syndicate buses at Nagercoil it was applied to the very letter as a result of which 6 permits of two buses were cancelled. But it was not applied in the case of the Pioneer Motor Service buses. Over 18 buses of the latter company did not run at the stated hours for over 3 to 5 months. When petitions were presented to enforce the same notification in the case of Pioneer buses, Mr. Pitchu Iyengar refused to do so, for reasons better known to him. The matter is pending before the Dewan of Travancore in appeal for over an year. Even this morning a question by me was given a negative answer by the Commissioner of Police in regard to the pendency of this appeal before the Dewan. But I know for certain that the case is still pending before the Dewan and he has issued orders to the Commissioner of Police to appear before him and show cause why, when timings of some buses were cancelled he did not cancel the timings of other buses. Mr. Pitchu Iyengar is evading to face the issue. But he would answer on the floor of this House as he did this morning that the said notification, even though not cancelled yet, is not being enforced. I asked why it was not done so. He has no answer. I say it was Pioneer's That is sufficient for Mr. Iyengar to break any rule or law.

MR. A. EASWARA PILLAI (*Kalkulam II*): May I know whether there is an order that the Company referred to should be encouraged?

MR. M. SIVATANU PILLAI (*Tovala*): There is an order issued by Mr. Pitchu Iyengar to the Nagercoil Police, which I read out in this House on a previous occasion. It was at a time *i. e.* 4 or 5 months back when Pioneer company introduced their service from Nagercoil to Tinnevelly, when, of course, there it created trouble among the several owners of buses who were already in that line The order was to the effect that not only the Traffic Branch of the Department but also the Criminal Branch of the Police should render all manner of help to the Pioneer Motor Company. As a result of it, several owners of Tinnevelly line buses, were arrested at Nagercoil by the Kottar Police and warned not to oppose Pioneer. When I myself read the order, it reminded me of the language of a former Commissioner of Police, who said, on finding Constables with ill-shaven beard or unshaven faces "thereafter the Inspectors should have Constables; or else I will commit suicide of all these fellows." (*Laughter*). In the face of this order by the Acting Commissioner, what could the poor present Traffic Superintendent do in the matter of controlling public passenger vehicles? Further I know this, because I was an eye-witness. When Mr. Pitchu Iyengar was at his village Thirukanamkudi for some days on leave for his father's funeral ceremony, I saw in front of Tower-clock, Nagercoil, buses fully loaded with vegetables and cereals being sent to Thirukanamkudi under the immediate and joint supervision of three Police Inspectors namely, the Iyengar Inspector of Aramboly the reprimanded Head constable, Inspector of Edalakudy and the useless Inspector of Kottar.

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Sir, I ask what all this means? When will this end?

I expect an answer from the Commissioner; or else, the Government should take serious note of it.

MR A. EASWARA PILLAI (*Kalkulam II*): Sir, I wish to support the motion with special reference to the system of traffic control obtaining in South Travancore. Sir, with regard to the insufficiency and the inefficiency of the system of control by this department, there is room for complaint. I have heard often from bus owners that they have to pay regularly or monthly something to the traffic constables to save them from prosecution now and then. Sir, very recently, I have heard that, because a traffic head constable was properly doing his duty at Nagercoil and had to charge some 50 or 60 cases against a Company, he was transferred to Trivandrum. If he is transferred for that reason alone, I fear that they will not be able to discharge their duty.

MR. M. SIVATANU PILLAI (*Thovala*): May I know the name of the Company?

MR. A. EASWARA PILLAI (*Kalkulam II*): I think it is the Pioneer Company referred to also by the Honourable Member a little while ago.

Sir, if this state of affairs continues, I do not think that the traffic constables, Head constables and Inspectors will be able to exercise their discretion in managing the traffic of South Travancore. More efficient control over the traffic is necessary for our safety.

MR. K. MAHOMED (*Alwaye*): I rise to support the motion. Though the Traffic Department is created for the purpose of controlling traffic, it has become a menace to the public, (*hear, hear*) because the traffic rules are honored more in their breach than in their observance. When a question was asked this morning, the Commissioner of Police replied that the Traffic Inspectors are posted for the purpose of controlling traffic. But they are not doing their duties, especially in North Travancore. If one wants to travel by a bus, he will have to wait in the bus stand for two or three hours. Only after a large number of passengers are secured, the bus will be started from the stand. The same is the case with the buses plying between Alwaye and Perumbavoor and Alwaye and North Parur in spite of the presence of the Traffic Inspector, Head Constables and Constables. But most of these people in company with the bus-wallahs will either be chit-chatting or playing cards at some convenient places like tea-shops. But, Sir, how can these people discharge their duties when most of them are drunkards and leading an immoral life? Sir, I know definitely—

DEPUTY PRESIDENT: Mr. Mahomed, all these things may be avoided. For the present purpose, these statements are not necessary.

MR. K MAHOMED (*Alwaye*): Sir, another important point I wish to bring to the notice of the Government is the fact that these Traffic Inspectors mingle themselves with rowdies and cause annoyance to the public. When complaints are raised against any one of them to the present Traffic Superintendent, he would say that he is powerless and

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[Mr. K. Mahomed.]

that the Commissioner of Police might be approached. This, in my opinion, is owing to the fact that all the powers that are to be exercised by the Traffic Superintendent are not delegated to the present Traffic Superintendent by the present Commissioner of Police. How irresponsible and corrupt the Traffic Inspectors and their subordinates are can be proved from a tragic murder committed by some rowdies near a place at Alwaye some two months back and the part that is being played by the present Traffic Inspector there in suppressing the whole thing. If this is the case, I ask what is the fun of having this Traffic Department? Either it should be run properly or it should be abolished.

DEPUTY PRESIDENT : At this stage, I want to put a question Does the member say this from his own personal experience or from hearsay?

MR. K. MAHOMED (*Alwaye*) : From my own experience, Sir.

MR. K. R. ELENKATH (*Kalkulam I*) : May I know which incident the member referred to which caused murder?

MR. K. MAHOMED (*Alwaye*): On the 22nd May 1936, a poor fellow was beaten to death at a place called Purayar near Alwaye.

MR. K. R. ELENKATH (*Kalkulam I*) : Is there a case pending on that?

MR. K. MAHOMED (*Alwaye*): I do not know. I know this much, that a murder took place : and the present Traffic Inspector at Alwaye is interfering in this case in order to hush up the whole matter.

MR. K. R. ELENKATH (*Kalkulam I*) : Has that anything to do with the traffic administration?

MR. K. MAHOMED (*Alwaye*) : Yes, it has ; when he spends his time in interfering in a very serious matter like this, which is entirely foreign to his office, how can he find time to discharge the duties of the Traffic Department?

DEPUTY PRESIDENT : Now I may say that there are appropriate courses of action to be taken against that officer of the Traffic Department who helps in any way to screen the murderer or does anything illegal. But we are concerned with the administration of the Traffic Department. Helping a murderer has nothing to do with buses.

MR. K. MAHOMED (*Alwaye*) : I was just quoting an example as to how they are misusing the powers vested in them. In this connection, I may also say that no appropriate course of action has been taken against him.

DEPUTY PRESIDENT : A person does not help a murderer because of the powers vested in him under the Traffic Regulation.

MR. K. MAHOMED (*Alwaye*) : Sir, the tragic incident I quoted just now is not due to bus accident, though bus accident is a daily occurrence. It is because of the irresponsible behaviour of the Traffic Inspectors we hear of a large number of bus accidents. Recently there was a bus accident at Perumbavoor. A bus carrying Anchal articles and Government stamp papers worth Rs. 17,000 was thrown into a river, thereby causing a heavy financial loss to the Government.

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There were none from the Traffic Department to see whether there was over-speeding or over-loading. So unless Government take prompt and strict action against the offenders in the Traffic Department, the Government may find it hard to cope with the dangers to the public arising therefrom.

MR. K. PADMANABHAN (*Chirayinkil I*) : Sir, it was a very serious allegation against the Traffic Inspector that the member made. May I know whether, as a matter of fact, that Traffic Inspector abetted that murder?

MR. K. MAHOMED (*Alwaye*) : I did not say that he is responsible for the murder ; but I was saying that he is helping the murderer.

DEPUTY PRESIDENT : Helping a murderer is abetting a murder. That has nothing to do with the Traffic Department. So the question need not be answered.

MR. K. KUNJUKISHNA PILLAI (*Quilon I*) : I rise to support the motion. But in supporting the motion, let me not allow myself to bring to play personal animosities, jealousies and other things to cloud this very important question of traffic control for the purpose of the safety of the travelling public—

DEPUTY PRESIDENT : The member does not mean any reflection upon any member who has spoken ?

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Not on any particular member or members but if any body thinks that the cap fits him, I cannot help it.

DEPUTY PRESIDENT : Then I cannot allow that. The honourable member cannot use such expressions, if these expressions refer to any particular member who has spoken. Words such as jealousies, animosities etc. impute base motives; and when they are applied to members of the House, I am not prepared to allow that.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : I was merely stating the method of approach which I should adopt in the matter of this discussion for myself.

DEPUTY PRESIDENT : The member does not want to apply those words to members.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : I should guard myself against that.

MR. A. THANU PILLAI (*Trivandrum—Rural*) : Is it not a method of approaching any question that is debated in the House ?

MR. K. KUNJUKRISHNA PILLAI (*Quilon*): Yes.

DEPUTY PRESIDENT : I thought I need not take up the time of the House when Mr. Kunjukrishna Pillai is on his legs. But words are used in order to produce a certain effect; and a member need not notify to the world that he is free from jealousies, animosities and so forth, unless there was something in disapproval of what others have spoken. I am quite prepared to allow any member to ventilate his views. In order that I may permit Mr. Kunjukrishna Pillai to proceed, I want to know whether he wants these aspersions to apply to any member of the House. If they do not apply to any member, I have no quarrel,

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MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): With regard to that, I may say, Sir, that every member has his own method of approaching a question. I do not want to speak at all, if I have not got the freedom to state the method which I would like to adopt in the discussion. If it is ruled out, I am not going to discuss the question ; and if it is characterised as notice to the world, I take it as something desparaging of the statement I have made. I take very strong exception to that. This is a freedom that every member has and should have. Otherwise if fetters are made as to what words we should use and how we should approach a question, how we should express our thoughts etc, if these things are restricted, then it is very difficult to speak. I do not want to speak under such conditions.

DEPUTY PRESIDENT: Order, order. There is no use of indulging in these expressions. The House knows what has passed. Mr. Kunjukrishna Pillai is at full liberty to use all the parliamentary expressions he can command. I definitely put the question whether he intended these words to apply to any member of the House who has spoken and the House knows what Mr. Kunjukrishna Pillai's reply was. I am not prepared to allow any member, whatever be the language, to cast aspersion on the motives and intentions on any other member of the House. Subject to this Mr. Kunjukrishna Pillai is at full liberty to use his own words in advancing his arguments. I have no complaint against that.

MR. K. KUNJURKISHNA PILLAI (*Quilon*): I want to approach this question regarding traffic control from the point of view of the safety of the public. Sir, if we consider that aspect of the matter, I think it will have to be conceded that the control of traffic in Travancore is not as it ought to be. There is sufficient scope for improvement. And this motion, I think, Sir, wishes to bring to the attention of theHouse and the Government the necessity of improving the control with a view to ensure safety to the travelling public. Sir, it is very easy to say that, if the Traffic Department cannot be improved, it may be done away with. But I do not think it will be in the interests of the public to resort to such a remedy because we find that everywhere there are defects in the administration of the various branches of Government. But we should not get impatient all on a sudden and say, if we cannot improve it, we must put an end to it. As the Honourable Member Mr. E. V. Krishna Pillai who has considerable experience of bus traffic and who knows the difficulties—

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): How has he the experience ?

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Should I elaborate on that ?

DEPUTY PRESIDENT: That question was not taken notice of by the House.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Sir, Mr. E. V. Krishna Pillai very rightly pointed out, as Mr. T. Krishna Pillai also did, that the travelling public do not do their duty properly. Sir, when honourable members find that there are cases of over-loading or over-speeding

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or other offences, I think it is their duty to bring those facts to the notice of the authorities. I have done soin two or three cases during the time of Mr. Bishop. I made complaints and I know those complaints were attended to and proper action was taken. I travel mostly in the Quilon—Trivandrum line and very seldom I find those difficulties. I have also travelled by the much maligned Pioneer Company buses from Trivandrum to Nagercoil where also I find no difficulty. These two lines are serving the public very well in my opinion.

MR. M. SIVATANU PILLAI (*Tovala*): May I know whether the honourable member is aware that that a serious charge against the Pioneer bus was brought to the notice of the Chief Secretary in his immediate presence at Cape Comorin?

DEPUTY PRESIDENT: How can Mr. Kunjukrishna Pillai say that? He is not the Chief Secretary.

MR. K. KUNJUKISHNA PILLAI (*Quilon I*): I am not aware of that. Nor am I interested in that information. But I find from my experience that the Trivandrum—Nagercoil service is a very useful service and it serves the public. That is the impression I have gathered.

With regard to the question of combined timings, Sir, I have to submit that the bus industry is an industry in the hand of the people of the State; and merely because we are not satisified with the working of the Traffic Department, we should not advocate the imposing of conditions and restrictions which would make it impossible for the bus owners to run buses with some profit to themselves. (Mr. E.V. Krishna Pillai: *Hear, hear.*) I do not say for a moment that they must be favoured at the expense of the public. The only point is that you mus tnot make it an absolute rule that, even if there are only 2 passengers in a bus intended to carry 24, the bus must be started exactly at the prescribed time. I do not think, Sir, that such a restriction would be popular even with the travelling public; because, one of the reasons why the train has become unpopular with the common people is that it sticks to the prescribed starting time. Sir, for the people in our country, a quarter or a half of an hour does not matter much, ordinarily. If we nsist on buses leaving exactly at the prescribed time, most of the buses will have to run at a loss. It is not desirable to discourage the bus industry. It gives employment to hundreds of people in the country; and the rates charged are very low, especially, when compared with tnose in British India. There also I have travelled in buses; and I may say that, after all, conditions are better here than in British India. I should not be understood to say that the Traffic Department here is perfect. There *is* room for much improvement. My point is that the co-operation of the travelling public, in the matter of adhesion to the rules, is very necessary.

With these words, I support the motion.

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MR. A. S. DAMODARAN ASAN (*Mavelikara*): I rise to support the motion. I too feel that the Traffic Section is not being managed as efficiently as it should be in the interests of the public. One defect has been brought to light by the answer given by the Commissioner of Police this morning. There is not one among the Traffic Inspectors who is a Graduate or who has passed even the Intermediate Examination.

MR. A. EASWARA PILLAI (*Kalkulam II*): May I ask whether Graduates are necessary to control traffic?

MR. A. S. DAMODARAN ASAN (*Mavelikara*): To understand the provisions of the Traffic Regulation and the rules thereunder and to apply them properly, it is very necessary that the officer should have fairly high academic qualification. The Regulation and the Rules are in English, Sir. (*Laughter.*)

Sir, when the demand was made before this House for the creation of these posts of Traffic Inspectors, it was stated that the work involved required men with good general and technical qualifications. But the answer this morning showed that those conditions were lost sight of when the recruitment was actually made.

With regard to the timings of buses, Sir, I would lay great emphasis on the need to enforce the timings strictly. Because, in order to prevent others from applying for and getting timings in a particular line, a bus owner applies for and gets more timings than he actually needs.

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): May I just point out to the honourable member that a person can get only as many timings as the number of buses he owns?

MR. A. S. DAMODARAN ASAN (*Mavelikara*): That does not improve the situation. A man may have six or seven buses and he may get six or seven timings; but actually he may not run more than 3 or 4, and at the same time he may prevent others from getting the timings not availed of by him. Sir, it should not be left to the bus owner to start his bus whenever he finds it convenient to do so. He must not be allowed to delay the starting of the bus till it is full. If this Rule is strictly enforced, it will be possible for others to run buses at the timings available; and ultimately it will be more convenient to the public. Sir, if a bus owner wants the right to run buses and the opportunity to make money, he must not grudge to discharge certain obligations imposed by Rules and Regulations.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Does the member suggest that bus-owners must be asked to run buses from a philanthropic motive? (*Laughter.*)

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Nobody ever *asked* anybody to run a bus. (Mr. M. Sivatanu Pillai: *Hear, hear.*)

Another point adverted to by some honourable members is the centralisation of powers with the Commissioner of Police. I am not in possession of definite information on the matter; and that has been denied by the Commissioner. But, I may say, as a general rule, that any attempt on the part of a Departmental Head to take into his hands the powers of the subordinates must be deprecated.

On these grounds, I also support the motion.

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MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): Sir, most of the members seem to be labouring under a misapprehension that the Acting Commissioner has deprived the present Traffic Superintendent of some powers which the present Acting Commissioner enjoyed while he was Traffic Superintendent of Police. Sir, it was in the beginning of 1108 that a separate Traffic Department was organised. Mr. Bishop, the Commissioner of Police, was then on the eve of his reversion to British Indian service. He delegated some of the powers, of the Commissioner of Police under the Motor Vehicles Regulation and the Rules thereunder, to the Traffic Superintendent. Those powers and the delegation formed the subject of a Notification, R. O. C. 16376 M of 1932. Therefore, Sir, it was Mr. Bishop who first delegated those powers to the first Traffic Superintendent. After Mr Bishop, I was enjoying those powers. When Mr. Ramanuja Iyengar was Commissioner of Police here, the same powers were exercised by me for some time. He received some complaints from the various bus concerns in the country that the lines were already over-full and that to add to the number of timings would cause great hardship to them. On such complaints, he passed an order imposing some restriction over the then Traffic Superintendent of Police. The restriction was that the permission of the Commissioner of Police was necessary for any change in or addition to the timings of buses.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Was it found at that time that the then Traffic Superintendent was not exercising his powers properly?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): No. As I said, the bus-owners complained to the Commissioner that additional timings were being granted to new buses and that such action on the part of the Traffic Superintendent caused them great hardship since the lines were already over-full.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Was it found that the Traffic Superintendent could not cope with the situation?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): I have already explained, Sir, that the various bus owners complained to the Commissioner of Police, and that it was as a result of such complaints that the then Commissioner thought it necessary to impose some restriction on the powers exercised by the Traffic Superintendent.

MR. M. SIVATANU PILLAI (*Tovala*): Against whom were the complaints made? Were they against the authority that issues G permits, or the authority that grants timings?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): At that time, the timings and the G permits were both issued by the Traffic Superintendent.

Because the lines were over-full, the Commissioner ruled that his previous sanction must be obtained before additional timings were granted.

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[Mr. R. Pitchu Aiyangar.]

Sir, the powers of a Traffic Superintendent have not been touched by me. I therefore submit that the House seems to be under a misapprehension in this respect. I shall just read out to the House the powers of the Traffic Superintendent. Honourable Members will please refer to paragraph 3 of the Note to Rule 4 of the Rules under the Motor Vehicles Regulation VI of 1094.

"The powers and functions exercisable by the Commissioner of Police under these Rules may be delegated by him to the Traffic Superintendent of Police by a Notification in the Government Gazette and may likewise be withdrawn by him. In case of delegation, the Traffic Superintendent of Police shall exercise the powers and functions subject to the control of the Commissioner of Police and to such instructions as he may lay down from time to time."

MR. M. SIVATANU PILLAI (*Tovala*): Did Mr. Ramanuja Aiyangar withdraw that Notification, Sir?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): No.

MR. M. SIVATANU PILLAI (*Tovala*): How was the restriction of the powers of the Traffic Superintendent, referred to by the member, brought about? How was it made known to the public?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): It was purely a departmental order; it was not given publicity at all.

MR. K. R. ELENKATH (*Kalkulam I*): Was the restriction imposed solely as a result of the complaint by the bus-owners; or did the Department enquire into the truth of the allegations made in such complaints?

DEPUTY PRESIDENT: No officer is expected to take action on vague complaints. It is presumed that the necessary enquiries would have been made.

MR. A. THANU PILLAI (*Trivandrum—Rural*): May I know whether it is the present arrangement or the former one that works better?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): One thing I must say. The present arrangement has led to so much of complaint from the Honourable Members of this House. I have been repeatedly told here that I do not allow sufficient powers to the Traffic Superintendent.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Is there any guarantee that, if the present restriction is withdrawn and the powers of the Traffic Superintendent are enlarged, he would exercise those powers in a proper manner, without giving room for any complaint?

DEPUTY PRESIDENT: That is a matter of inference and opinion.

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): There is Section 40 of the Police Regulation which says:—

"A Police Officer not below the rank of Head Constable may perform any duty assigned by law or by a lawful order to any officer subordinate to him; and in case of any duty imposed on such subordinate, a superior, where it shall appear to him necessary, may aid, supplement, supersede or prevent any action of such subordinate by his own action or that of any person lawfully acting under his command or authority, whenever the same shall appear necessary or expedient for giving more complete or convenient effect to the law or for avoiding an infringement."

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So that Section is very elastic. I have had some experience of the Traffic Department, for a period of four years; but the present Traffic Superintendent has been here only for two months. And probably the Traffic Superintendent thinks that, whenever parties approach him, a reference may be made to me; but the Traffic Superintendent is at perfect liberty to pass orders himself.

MR. K. R. ELENKATH (*Kalkulam I*): Is the Traffic Superintendent competent to alter the times that have already been given?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): Sir, I have already explained that, whenever the question of alteration of time arises, he refers the matter to the Commissioner. That is what is happening even today. So that the present Ag. Commissioner is not at all responsible. Sir, I have been acting under the Motor Vehicles Regulation as well as the Police Regulation.

Sir, the only test by which one can judge whether the present traffic administration is going on well is the test by which one can see whether the people in the Traffic Department are sleeping or are actively working. The criterion for the fact that they are actively working is the number of cases that are brought for disciplinary action to the notice of the superior officers and the number of cases that are brought before the Magistrate. These are the things that should influence the honourable members to decide whether these people are sleeping or are discharging their duty properly. If honourable members go through the statistics in the administration report of the department, they will find that three thousand and four thousand cases come for disciplinary action. I can quote certain figures to show that what is happening in Travancore is much better than in places outside. In the neighbouring State of Cochin, Sir, the number of motor vehicles registered was 1,380 last year, the motor accidents came to 52, and there were 4 dead and 39 injured. In Ceylon, the number of vehicles registered was 29,052, the motor accidents in 1934-35 was 2,589 and there were 1,057 injured and 129 killed.

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*): How many cases happened in Colombo?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): I have not separate figures for Colombo. Anyhow comparing with the number of motor vehicles registered is the only test. This year in Travancore, till the beginning of this month, the number of motor accidents comes to 87. There were 14 deaths and 104 injured. Last year in the Madras Presidency, 16,000 odd motor vehicles were registered. There were 830 accidents, 169 dead and casualties came to 50[illegible]. The road accident figures in Britain during the Easter fortnight ending April 18, 1936 were 240 killed and 8,122 injured. During the Easter quarter last year, the figures were 220 killed and 1,118 injured. Then again the road accident figures for the last week of April 1936 in Britain are 122 killed and 3,975 injured. In the corresponding week last year, they were 126 killed and 4,100 injured. Think of the conditions prevailing here and the conditions prevailing in all those places.

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MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is there not much more crowding in those places than here?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): We can only judge by the number of vehicles registered.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): And the population also.

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*) Those figures are not available now. You cannot avoid these motor accidents.

MR. M. SIVATANU PILLAI (*Tovala*): Is it not due to the better class of drivers that we have here?

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*): Sir, in one place the members say that the accidents are due to want of efficient traffic control and the want of proper care in the selection of drivers and issuing license to them. In another place they say that the drivers are much superior to the drivers in other places. How am I to proceed? (*President's bell.*)

MR. R. SIVARAMAN NAIR (*Tiruvalla II*): Sir, it was stated that the public have themselves to blame for the accidents and insufficiency of traffic control. Sir, to me it appears that it is not a correct statement, because in every case the number of buses running between one place and another is fixed and the buses will be almost always over-loaded. How can a passenger wait at a particular spot for three or four days to get a bus which is not over-loaded? I think, Sir, it is impossible.

I am not concerned with the figures quoted by the official member and a comparative study of the figures relating to other countries. All that I meant by the token motion is to suggest means to improve the motor traffic. As such, Sir, I am not satisfied with the answer given by the official member. None of my allegations has been properly answered. So I press the motion.

The motion was put to the vote of the House and declared carried.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): I demand a poll.

A poll was accordingly taken with the following results:

AYES—37.

1	Mr.	N. Abdur Rahiman Sahib	14	Mr.	K. M. Krishnan
2	,,	T. K. Alexander	15	,,	K. P. Krishna Menon
3	,,	V. T. Chacko	16	,,	Pottayil S. Krishna Panickar
4	,,	A. S. Damodaran Asan	17	,,	Puthupalli S. Krishna Pillai
5	,,	A. Easwara Pillai (*Kalkulam II*)	18	,,	T. Krishna Pillai
6	,,	K. R. Elenkath	19	,,	K. Kunjukrishna Pillai
7	,,	M. Mahomed Haneef	20	,,	M. K. Madhavan Pillai
8	,,	M. K. Janardana Kamath	21	,,	K. Mahomed
9	,,	N. John Joseph	22	,,	K. A. Narayana Pillai
10	,,	T. C. Joseph	23	,,	Pacode A. Narayana Pillai
11	,,	K. C. Karunakaran	24	,,	S. Nilakanta Pillai
12	,,	N. Kesava Panicker	25	,,	K. Padmanabhan
13	,,	T. T. Kesava Sastri			

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AYES *(Contd.)*

26	Mr.	Edavanatt S. Padmanabha Menon	31	Mr.	M. Sivatanu Pillai
27	,,	Kainikkara M. Padmanabha Pillai	32	,,	A. Thanu Pillai
28	,,	V. Ramakrishna Panickar	33	,,	S. Thiraviam Nadar
29	,,	R. Raman Pillai	24	,,	John Whitely Tolson
30	,,	R Sivaraman Nair	35	,,	N. E. Varughese
			36	,,	V. K. Velappan Nair
			37	,,	T P. Velayudhan Pillai

NOES—15.

1	Mr.	C. V. Chandrasekharan	10	Mr.	N. K. Padmanabha Pillai
2	,,	R. Dhanukoti Pillai	11	Rao Sahib	S. Parameswara Aiyar
3	,,	Antony George	12	Mr.	Kayalam Parameswaran Pillai
4	,,	K. George	13	,,	R. Pitchu Aiyangar
5	,,	S. J. Nair	14	Rao Bahadur	A. Rengaswami Aiyar
6	,,	E. V. Krishna Pillai	15	Mr.	T. C. Thommen
7	Rao Bahadur	Dr. N. Kunjan Pillai.			
8	Mr.	C. O. Madhavan			
9	,,	G. Nilakantan			

NEUTRALS—9.

1	Mr.	K. C. Abraham	5	Mr.	K. M. Kuriakose
2	,,	A. Easwara Pillai *(Kottarakara)*	6	,,	K. Madhavan
3	,,	T. S. Jayantan Namboothiri	7	,,	P. C. Narayanan Bhattatiripad
4	,,	E. K. Kunjuraman	8	,,	R. Sambasiva Aiyar
			9	,,	P. K. Thomas

The motion was declared carried, 37 voting for, 15 against and 9 remaining neutral.

Motion Nos. 438 to 445.

The following motions were not moved :

MR. S. J. NAIR :

438. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1.

MR. KAINIKKARA M. PADMANABHA PILLAI :

439. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1.

MR A. S. DAMODARAN ASAN :

440. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1.

MR. S. NILAKANTA PILLAI :

441. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1

MR. M. K. JANARDANA KAMATH :

442. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1

MR. S. NILAKANTA PILLAI :

443. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1.

MR. S. NILAKANTA PILLAI :

444. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1.

MR. S. NILAKANTA PILLAI :

445. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1.

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Motion No. 446.

MR. K. PADMANABHAN (*Chirayinkil I*) : Sir, I move that—

The allotment of Rs. 46,270 for Commissioner be reduced by Re. 1.

Sir, the object of my motion is to discuss the general policy of the Police Department. The Police Department now consists of three different branches, if I may say so -(1) The General Police, (2) the Traffic Branch of the Police Department, and (3) the Criminal Intelligence Department Sir, since there is no proper and efficient arrangement for controlling all these branches, I might say that the administration of the department as a whole is in a very bad condition. Sir, the policy of the department, its present working, the manner in which it views the various social and political movements in the country, the remedies it suggests for such movements and the various preventive measures indicated by it to combat political and other movements, are amply illustrated by a recent notification published by Government under the signature of the Commissioner of Police in the Travancore Government Gazette dated the 13th Karkatakam 1111.

Sir, I might be pardoned if I take one or two minutes for reading an extract from that notification in the Government Gazette. I shall confine my attention to certain relevant portions of that notification which will give in a nut-shell the policy of the Department, how it is working, and all that.

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*) : Was that notification published by the Commissioner of Police not an instruction to his subordinates?

MR. K. PADMANABHAN (*Chirayinkil I*) : Having been published under the signature of the Departmental Head, I think this information is intended to be given to the general public by the Government. Sir, the notice states :

> "The communal movement of the Ezhavas with ideals for better social equality seems to have troubled the atmosphere both religiously and politically. Here is a great question of destruction and reconstruction."

I wonder what is the question confronting Government ; it is indicated in the first sentence that the movement for conversion is led by the Ezhavas Am I to understand from the second sentence that the community as a whole is to be destroyed and out of the ashes of that community a new one should be created.

DEPUTY PRESIDENT Is that a policy of the Department ?

MR. K. PADMANABHAN (*Chirayinkil I*) : Certainly.

DEPUTY PRESIDENT : That word "certainly" will not make it admissible. Mr. Padmanabhan will be quite in order in discussing this matter if the Police Department is responsible for that notification. Mr. Padmanabhan himself stated that the Police Commissioner has done it under the authority of Government. In that case the proper place will be to discuss it under another head.

MR. K. PADMANABHAN (*Chirayinkil I*) : Sir, it was only my presumption. I do not know whether it was published under the authority of Government. Since the signatory is the Police Commissioner, the responsibility lies on that Officer.

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DEPUTY PRESIDENT: The member may proceed.

MR. K. PADMANABHAN (*Chirayinkil I*): It goes on thus;

"Different sections in that community are taking different directions in the choice of a new religion. No religion died since the world began and conversion from one religion to another has been going on since the religions began without any unnecessary fuss or demonstrations Now-a-days the spiritual value of conversion is doubtful. The cause of such conversion is economic mostly, and the results obtained therefrom are political probably."

DEPUTY PRESIDENT: I fail to see the policy of the Department underlying all that.

MR. K. PADMANABHAN (*Chirayinkil I*): The policy of the Department and the method in which it works are indicated in this:-

"It is a fallacy and an error to say that the policy of Government is repressive. Offensive speeches, offensive publications and unnecessary demonstrations always lead to offences against law and order. It is all fair-play with the authorities. In the interest of the peace of the country, offensive conduct on the part of any religionists has to be deeply lamented and promptly taken notice of."

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): Sir, I rise to a point of order. If the motion was intended to be concentrated on this particular matter, that should have been given as the object of the motion. Otherwise, how is it possible for the official member to answer it? He raises a genaral policy under the cut motion. But he is now referring to a particular incident. That should have been specifically mentioned as the object of the motion. I submit therefore that this motion is not in order.

MR. K. PADMANABHAN (*Chirayinkil I*): I am not discussing this particular document. I read that only as an illustration.

DEPUTY PRESIDENT: Mr. Padmanabhan could perhaps have made the motion more definite. Anyhow the motion is before the House. The policy of the Department is under consideration.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, this notification of the Police Commissioner has cast an unmerited slur upon the Ezhava community, imputing very bad motives against them. Moreover this wonderful piece of literature would not be to the credit of any Government. It is most unhappily worded and the language also is very clumsy. I ask whether there is not a single officer in the Commissioner's Office who is conversant with English language and phraseology. (*President's bell*).

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): Sir. I support the motion entirely for other reasons than those stated by the mover of the same. I want to bring to the notice of the Government and the the Police Commissioner the desirability of locating the offices of the Assistant Superintendents at Trivandrum, Quilon and Kottayam at other important places within their jurisdiction. It is seen from the State Administration Report that there has been considerable increase in the number of grave crimes. It is also seen at page 150 that the percentage of recovery was 35 in 1110 as against 42 in 1109. It is stated that 10 per cent. escaped from custody in 1110. Government

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[Mr. T. P. Velayudhan Pillai.]

have observed in their proceedings on the Administration Report of the Police Department that there has been a deterioration in detection work. My submission is that by shifting the offices of these three A. S. P.s to other important places within their jurisdiction, there will be a considerable improvement in the working of the Department. These Officers will be in a better position to give proper advice and timely directions in the matter of detection and prevention of crimes. In my opinion there is no necessity to have an A. S. P. also in the Headquarters of a D. S. P. As an instance I would suggest that it will be better for all parties concerned if the Quilon A. S. P. is transferred to Alleppey, which has become a centre of troubles and riots. If there was an A.S.P.at Alleppey, he could have taken timely action for putting a stop to such unhappy incidents as we have heard to have taken place there in recent days. From this it is obvious that the shiting of the offices of the A S. P. referred to above is an indispensable necessity for improving the Police administration without increasing the expenditure in any way.

MR. R. PITCHU AIYANGAR (*Ag. Commissioner of Police*) : Sir, there are now six A. S. Ps , and three of them are in the Headquarters of of the D. S P's So far as Trivandrum is concerned, being an important town, the A. S. P. will have to be in the Headquarters. So far as the other A. S. P.s' are concerned, I will try to see if they can be shifted to other places.

MR. K. PADMANABHAN (*Chirayinkil I*) : I would like to know from the Commissioner of Police what necessiated the publication of the notification in the Government Gazette.

DEPUTY PRESIDENT : He has already sat down. No member can compel another to make a statement.

The motion was, by leave, withdrawn.

Motions Nos. 447 to 493.

The following motions lapsed on account of the time limit:

MR. T. T. KESAVAN SASTRI:

447. To reduce the allotment of Rs. 46,270 for Commissioner by Re. 1

MR. N. JOHN JOSEPH:

448. To reduce the allotment of Rs-46,270 for Commissioner by Re. 1

MR. R. SIVARAMAN NAIR :

449. To reduce the allotment of Rs. 24,587 for District Superintendents by Rs. 2

MR. T. P. VELAYUDHAN PILLAI:

450. To reduce the allotment of Rs. 24,587 for District Superintendents by Re. 1

MR. V. T. CHACKO :

451. To reduce the allotment of Rs 24,587 for District Superintendents by Re. 1

MR. K. PADMANABHAN :

452. To reduce the allotment of Rs. 24,587 for District Superintendents by Re 1

MR. K. PADMANABHAN :

453. To reduce the allotment of Rs. 24 587 for District Superintendents by Re 1

MR. K. PADMANABHAN :

454. To reduce the allotment of Rs. 25,587 for District Superintendents by Re. 1

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MR. K. PADMANABHAN :
455. To reduce the allotment of Rs. 24,587 for District Superintendents by Re .1.
MR. K. PADMANABHAN :
456. To reduce the allotment of Rs. 8,830 for travelling allowance by Re. 1.
MR. K. PADMANABHAN :
457. To reduce the allotment of Rs. 24,587 for District Superintendents by Re. 1
MR. K. PADMANABHAN :
458. To reduce the allotment of Rs. 24 587 for District Superintandents by Re. 1
MR. K. PADMANARHAN :
459. To reduce the allotment of Rs. 24,587 for District Superintendents by Re. 1
MR. K. PADMANABHAN :
460 To reduce the allotment of Rs. 24,587 for District Superintendents by Re. 1
MR. E. V. KRISHNA PILLAI :
461. To reduce the allotment of Rs. 24.587 for District Superintendents by Re. 1.
MR. A. S. DAMODARAN ASAN :
462. To omit the allotment of Rs. 17,388 for Assistant Superintendents.
MR S. NILAKANTA PILLAI :
463. To omit the allotment of Rs. 17.388 for Assistant Superintendents.
MR. N. E. VARUGHESE :
464. To omit the allotment of Rs. 17,388 for Assistant Superintendents.
MR. E. V. KRISHNA PILLAI :
465. To omit the allotment of Rs. 17, 388 for Assistant Superintendents by Rs. 10.
MR. T. P. VELAYUDHAN PILLAI :
466. To reduce the allotment of Rs. 17,388 for Assistant Superintendents by Rs. 10
MR. V. T. CHACKO :
467. To reduce the allotment of Rs. 17,388 for Assistant Superintendents by Re. 1
MR. K. MAHOMED :
468. To reduce the allotment of Rs. 17,388 for Assistant Superintendents by Re. 1
MR. K. MAHOMED :
469. To reduce the allotment of Rs. 97,467 for Inspectors by Re 1
MR. K. R. ELENKATH :
470. To reduce the allotment of Rs. 97,467 for Inspectors by Re. 1
MR. S. NILAKANTA PILLAI :
471. To reduce the allotment of Rs. 7,703 for Traffic Inspectors by Rs. 5
MR. K. MAHOMED :
472. To reduce the allotment of Rs. 7,703 for Traffic Inspectors by Re. 1
MR. N. E. VARUGHESE :
473. To omit the allotment of Rs. 900 for local allowances to Traffic Inspectors.
MR. E. V. KRISHNA PILLAI :
474. To omit the allotment of Rs. 8,603 for Traffic Inspectors.
MR. V. T. CHACKO :
475. To reduce the allotment of Rs. 2,100 for bus examination allowances to the Traffic Inspectors by Re 1
MR. K. R. ELENKATH :
476. To reduce the allotment of Rs. 480 for duty allowance to the District Superintendent of Police, C. I. D. by Re. 1
MR. E. V. KRISHNA PILLAI :
477. To omit the allotment of Rs. 2,520 for duty allowance to C. I. D. Inspectors.
MR. K. PADMANABHAN :
478. To reduce the allotment of Rs. 24,305 for District, C. I. D. and Traffic Superintendents' offices by Re. 1
MR. K. PADMANABHAN :
479. To reduce the allotment of Rs 24,305 for District C. I. D. and Traffic Superintendents by Re. 1.

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MR. K. PADMANABHAN :
480. To reduce the allotment of Rs. 2,940 for Sub-Inspectors of Police by Re. 1
MR. K. PADMANABHAN :
481. To reduce the allotment of Rs. 2,940 for Sub-Inspectors of Police by Re. 1
MR. A. THANU PILLAI :
482 To reduce the allotment of Rs. 4,40,316 for establishment by Rs. 32,000.
MR. S. J. NAIR :
483. To reduce the allotment of Rs. 7,02,153 for District Police by Re. 1
MR. S. NILAKANA PILLAI :
484. To reduce the allotment of Rs. 7,02,153 for District Police by Re. 1
MR. K. PADMANABHAN :
485. To reduce the allotment of Rs. 7,02,153 for District Police by Re. 1
MR. K. PADMANABHAN :
486. To reduce the allotment of Rs. 7,02,153 for District Police by Re. 1
MR. A. THANU PILLAI :
487. To reduce the allotment of Rs. 7,02,673 for District Police by Re. 1
MR. R. RAMAN PILLAI :
488. To omit the total allotment of Rs. 7,48,423 under Demand IX.
MR. S. J. NAIR :
489. To reduce the total allotment of Rs. 7,48,423 under Demand IX by Re. 1
MR. S. THIRVIAM NADAR :
490 To reduce the total allotment of Rs. 7,48,423 under Demand IX by Re. 1
MR. PACODE A. NARAYANA PILLAI :
491. To reduce the total allotment of Rs. 7, 48,428 under Demand IX by Re. 1
MR. E. V. KRISHNA PILLAI :
492. To reduce the total allotment of Rs. 7,48,423 under Demand IX by Rs. 10
MR. E. V. KRISHNA PILLAI :
493. To reduce the total allotment of Rs. 6,48,428 undr Demand IX by Rs. 10

The question that a sum of Rs. 7,48,423 *minus* Re. 1, be granted under Demand IX—Police, was then put and carried.

The grant was made.

DEMAND X—FOREST.

MR. R. DHANUKOTI PILLAI (*Conservator of Forests*) : Sir, I move for a grant of Rs 7,52,848 under Demand X—Forest.

Motion No. 494.

MR. R. SIVARAMAN NAIR (*Tiruvalla II*) : Sir I move:—

To reduce the allotment of Rs. 1,80,000 for royal trees by Re. 1.

I wish to urge the necessity of taking action on the part of the Government to give *kudivila* due for royal trees cut from the Edavagai of the Edapalli Chief to the actual holders of the lands and not to the Edapalli Chief.

In the case of lands held directly under the Sirkar, the *kudivila* is given to the holder of the land. 50 per cent. of the net value of the trees in the holding is given to the actual holder of the land. The principle underlying is that when the royal trees are grown in the holdings it is not possible for the holder of the lands to cultivate the

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